ED 188B

CONFIDENTIAL 17 November 1958

MEMORANDUM FOR THE RECORD

SUBJECT: Aircraft Cargo Doors (ED-188A) and
Dispatching Conveyor (ED-188B) for C-54 Aircraft

1. On 13 November the undersigned visited [redacted] 25X1
[redacted] to discuss the status of projects ED-188A and 25X1
ED-188B.

2. The project engineer for [redacted] 25X1
informed the undersigned that 85% of all engineering drawings for the cargo doors (ED-188A) have been completed and released for fabrication. Approximately 30% of the door components are finished and are being held for final assembly. The balance of engineering to complete the door design (15%) is composed of the final assembly drawings and one or two minor airframe members.

3. The undersigned requested that the contractor allow for access covers in the cargo doors at the door mechanism locations for maintenance. A planning sketch (A/A #C-379-10) was obtained from the contractor which illustrates the door latching mechanisms. The majority of the latching mechanism components are cast to eliminate costly machining expenses. Standard parts (gears, shafting, etc.) have been incorporated in the design to aid in manufacture as well as maintenance procurement.

4. In the past month the contractor has engaged in an extensive effort to complete design and fabrication of the dispatching conveyor (ED-188B). At present 60% of all engineering drawings have been completed and released for manufacture. There is at this time, no finished components for the conveyor on hand. All necessary hardware (casters, roller bearings, etc.) have been ordered.

5. The "dry run" testing of the dispatching conveyor has been scheduled for the week of 8 December. The complete system will undergo simulated dispatching. The contractor has an area inside one of the shop buildings which will be used for the test set up. The end of the conveyor will terminate at a 4 foot drop height. Bundles of various sizes, pallets, and lashings will be furnished by PRS/AD (Ref: [redacted]). Dummy ballast 25X1
loads for the bundles will be furnished by [redacted]. Final 25X1
packaging and palleting of all bundles will be supervised by PRS/AD.

[redacted] 25X1

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6. Pending the results obtained from the "dry run" test of the dispatching conveyor, it may be desirable to redesign the exit and converging portions of the system to accomodate the large portion of the cargo door. Such a change may be contemplated by PPB/AD. If the decision is reached to redesign then a change in the scope of the program is necessary. The contractor feels that a redesign can be accomodated in the original allotted time, providing no major engineering problems arise.

7. Installation of the cargo doors (and conveyor) is still scheduled for the week of 12 January 1959. The site of instllation remains to be chosen. Originally it was thought that [redacted] would provide an excellent site. However, inquiry has disclosed that the cost of hanger space would be $3500 for one week with an additional $1000.00 for special guards. Inquiry is now being made as to the availability of hanger space at [redacted] through [redacted] office. It is most desirable that hanger space be obtained for the installation, since the initial assembly is to be used to determine "bugs" and installation procedure and technique. Performing this operation outside in inclement weather will seriously impair any knowledge to be gained. 25X1 25X1

8. During the undersign's visit, the contractor disclosed that Task I (Aircraft Cargo Doors) is over-running by approximately $4000.00 due to low estimation on fabricating the door corner molding strips.

[redacted] 25X1

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cc: [redacted] 25X1